

GRAIN

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

FEBRUARY, 1947



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HERE'S HOW you'll save on your grain cleaning costs with the 97.5%* separating efficiency of **DAY DUAL-CLONE** Dust Collectors:

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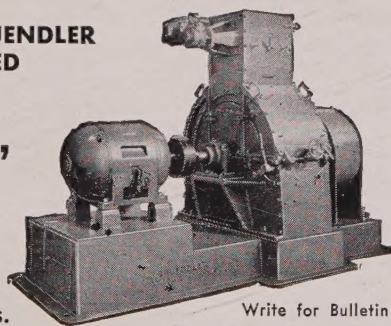
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Write for Bulletin

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WHEAT SUPPLY SITUATION

Those who are wondering whether wheat supplies are sufficient to meet all needs before harvest will do well to reflect upon recent estimates of the USDA on probable disappearance of wheat for the crop year ending June 30, 1947. The most recent figures, in millions of bushels, are as follows:

Food	525
Livestock Feed	180
Seed	87
Exports	325

Total 1117

The wheat supply for this crop year was—

Carry-over on June 30, 1946.....	100
Total 1946 harvest	1156

Total supply July 1, 1946..... 1256

If the above estimated probable disappearance is correct, this would mean that 139 million bushels would remain on hand June 30, 1947. However, it is clear that the estimates will bear considerable study and analysis, and after accepting the figure of the amount used for seed as being figured about as close as anything of this kind can be, let us look into the other items.

Domestic Consumption Slumped

The projected use of 525 million bushels for food may prove to be correct, although it appears to be on the low side. During the three crop years immediately preceding last year, the average use of wheat for food in the United States was 539.3 million bushels. Last year, due to restrictions and propaganda, this dropped to 496.1 million bushels. It may be that the carryover of propaganda effect will prevent a full recovery of last year's loss, in which case the estimate given above may be correct. However, the distribution pipelines were just about empty last July 1 and unless they are to be equally empty next June 30, the apparent use for food may be perceptibly greater than the present government estimate.

The estimated use of 180 million bushels of wheat for livestock feed will bear special scrutiny. Prewar annual use of wheat for livestock averaged about 115 million bushels. Under the stress of war conditions this rose to as high as 487.2 million bushels in 1943-44 and last crop year this outlet accounted for 314.2 million bushels—Millers' National Federation.

MOVING MATERIALS BIG ITEM

A recent survey covering all industry reveals that 20% of plant-labor cost goes into moving materials into, around in, and out of the plant. [For grain handling and processing plants this figure would naturally be a great deal higher.] Equipment makers report that mechanization of materials-handling is going ahead rapidly to cut down that cost.

If you make folks happy now, you will make them happy years hence by the memory of it.—Sydney Smith.

Railroads Say "No" on New Car Design

IS QUESTION OF POLICY RATHER THAN MECHANICS

States A. C. Browning, Secretary, Mechanical Division
Operations & Maintenance Dep't, Association of American Railroads

Concerning the subject of improvement in railway cars for the handling of bulk grain, there have been no specific reports made or published on this, and the information given some time ago was simply a statement of committee action.

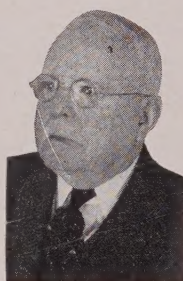
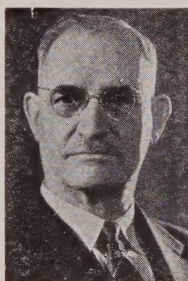
The subject was originated by Mr. E. E. Kohlwes, Traffic Manager, Kansas Milling Co., Wichita, in a letter dated Aug. 2, 1944, to the president of the Association of American Railroads, the late Mr. J. J. Pelley, suggesting the possibilities of improving railroad equipment for the handling of bulk grain be investigated and directing attention to a few box cars built some years ago having hopper doors to facilitate unloading.

The result of the investigation was transmitted to Mr. Kohlwes in a letter dated Feb. 27, 1946. This is all the information Executive Vice Chairman V. R. Hawthorne and I have on the subject and we feel nothing would be gained in having us discuss the subject before the members of the Society of Grain Elevator Superintendents. You will observe it appears to be more a question of policy than of mechanics or car design.

Polls Advisory Boards Grain Members

In his letter to Mr. Kohlwes, the late Mr. Pelley reported that this subject had been referred to the Committee on Car Construction of the Association of American Railroads' Mechanical Division early in 1944 and that arrangements were made through the Car Service Division to poll the members of the grain committees of the Regional Advisory Boards as to any suggestions they might have in regard to postwar grain cars.

A very considerable file of replies was received from various grain and milling companies, which was carefully reviewed by the Committee on Car Construction, it developing that a large proportion of the shippers had no suggestions to make and such suggestions as were made, if incorporated in designs of cars for handling bulk grain, would place the cars in a special class not suitable for general service and uneconomical from the carriers' standpoint because they



At the Kansas City SOGES Technical Conference, May 15-16-17 you'll meet Ted C. Manning, Uhlmann Grain Co., past national and chapter president, and staunch association "pillar," and Ed Odell, retired, Davis-Noland-Merrill Grain Co. Both were instrumental in making this operative body the outstanding success it is today.

would accumulate much idle time during the off-grain season and incur much additional empty mileage.

At the same time arrangements were made by the members of the Committee on Car Construction to canvass this matter through the traffic departments of their own railroads. Also, the subject was referred to the General Committee of the Operating-Transportation Division of the Association of American Railroads. The replies received from all members of that Committee of railroad operating and transportation officers coincided

with the information received through the questionnaire to the grain shippers and the members of the Committee on Car Construction.

Suggestions Reviewed Again; Decide Changing Design Undesirable

This matter was further considered by the Committee on Car Construction at a later meeting—all of the replies and information accumulated being again reviewed—at which time the opinion was confirmed [as mentioned above] that while most of the suggestions proposed might be incorporated in designs of cars for handling bulk grain, the construction would place such cars in a special class not suitable for general service and uneconomical from the carriers' standpoint because they would accumulate much idle time during the off-grain season and incur much additional empty mileage...It was noted that the consensus of replies received to the various questionnaires is that the general service box car is most satisfactory for the purpose and the construction of special type cars for handling of bulk grain is not advisable.

With reference to Mr. Kohlwes' suggestion that consideration be given to hopper bottoms for box cars handling bulk grain, it was cited that a few railroads did build a number of box cars some years ago with hoppers under the car doors, which cars were in use for some time. They were not entirely satisfactory, however, and the hoppers have been removed as the cars pass through the shops for heavy repairs [as has been authoritatively reported in these columns previously]. The principal objection to the hopper bottoms was due to the fact that the section of the floor which opened up to form the grain doors to these hoppers was not suitable when cars were used for other traffic. This section of the floor—part of which formed the cover of the hopper—was frequently damaged

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or warped by heavy trucks and tractors used for the loading or unloading of other classes of freight.

Terminals Opposed to Hopper-Bottomed Equipment

It further developed, the foregoing letter continues, that most of the unloading terminal elevators are now equipped with some form of unloading devices for the handling of ordinary general service box cars. Some of the larger terminal elevators have equipment which permits unloading the grain through the side door faster than it could be handled through a hopper or valve. Very few terminal elevators are equipped to unload through the floor.

Eight single-spaced pages of opinions, largely from railroad men and traffic managers, express varying views on the situation. The tabulation will be summarized, provided interest warrants, and published in a coming number of GRAIN.

Steel for Box Cars; Repairs

There should be available in the future enough steel and other materials to maintain a satisfactory program for repair of existing box cars and to build as many as 7,000 new ones a month, according to the Association of American Railroads. This latter figure is approximately double the average monthly production of the past year.

Unload On Holidays

An urgent appeal was made to receivers of grain and grain products to unload and release box cars on Saturdays and holidays so as to minimize the impact of only five-days usefulness per week from scarce rolling stock. Prompt compliance was reflected before a sub-committee of the Senate Committee on Interstate Commerce investigating the shortage of box cars in the grain belt.

Twice the Service Obtained

The net ton-miles of railroad freight transportation service produced per-car-per-day in 1946 was almost double that in the previous peace-time peak years, indicating that the methods which have been followed have done a good job in getting the most out of the remaining cars which the railroads have.

Loadings of box cars are currently running 20,000 a week higher than they were a year ago, although there are 7,600 fewer box cars available now.

The average turn-around time between trips for all box cars has been

reduced from 16 days a year ago to 13 days in January, 1947, thanks to the co-operation of shippers in loading heavier, in loading and unloading more promptly and 7-days a week, and in a decrease in the number of cars held beyond the 48-hours free time allowed.

Greater Share Moved

A larger percentage of 1946's 1,155,000,000 bu wheat crop had been moved by the end of the calendar year than in previous years, according to statistics compiled by the Association of American Railroads in considering the demand for box cars. With the 1946 harvest the greatest of all the recent succession of record breaking crops, here's the percentages of the past three wheat crops moved by Jan. 1:

1946—44.0%

1945—39.5%

1944—22.0%

In 1940 the wheat crop totaled 813,000,000 bu.



Widely known and admired are Charles F. Peterson, retired, Simonds-Shields-Theis Grain Co., and Harley J. Hixson, Continental Grain Co., both Chapter "wheelhorses" you'll be sure to see keeping the coming SOGES convention "ticking" when you arrive for the May 15-16-17 conclave.



SOO TONNAGE TOPS SUEZ

Fourth largest in its history, traffic pouring through the Soo locks during the 266 days of the Great Lakes 1945 navigation season totaled 113,276,450 tons, including the all-time record of 14,454,000 tons wheat. The Suez Canal's annual pre-war tonnage was slightly more than 30,000,000 tons, and the Panama Canal's slightly less.

TO BOOST GRAIN EXPORTS

In view of the higher rates of shipment that have been reached, and the continuing great need for U. S. grain abroad, PMA expects the crop year's total pledged exports of 400,000,000 bu to be reached by May 1, which in turn will permit two more months' exports at the current rate of 50,000,000 bu, or perhaps more. During the seven months, June

through January, exports totaled approximately 224,000,000 bu, plus about 4,800,000 bu Canadian wheat milled in bond.

The proportion of wheat and flour in the total program of 267,000,000 bu out of the 400,000,000 bu is being increased by an indeterminate amount because of the preference of foreign claimants for wheat for food purposes, the difficulties in drying and shipping other grains, and the problems in the effective use of these other grains by claimant countries.

ALL-TIME HIGH FLOUR OUTPUT

Production of 26.2 million sacks of flour during December set an all-time high—the third new record to be established during 1946, reports the Bureau of Census. The 1,132 mills reporting ground 60,647,000 bu as compared with 57,690,000 bu ground by the same number of mills the preceding month, and 52,974,000 bu ground by 1,052 mills a year ago.

317 MILLS GRIND 93%

Of the reporting mills, which the USDC says account for 98% of the current total wheat flour production in the U. S., 317 of them with a daily capacity of 801 sacks and over ground over 93% of the total output, as follows:

Sacks Daily	Mills	Wheat-bu
Under 400	704	1,818,000
401-800	111	2,406,000
801-1200	76	3,802,000
1201-1600	40	2,707,000
1601-2400	60	6,870,000
2401-3200	44	7,401,000
3201-4000	35	7,507,000
4001-6000	27	7,637,000
6001-8000	20	8,113,000
Over 8000	15	12,386,000
Total	1,132	60,647,000

TO REPORT FEED FIGURES

Geographical monthly reports on production tonnage in the manufactured feed business will be available this year for the first time in the industry's history, as a result of a new reporting program launched by the American Feed Manufacturers' Association.

Severely handicapped by the lack of such production information, although excellent reports are available from USDA on such feed ingredients as vegetable protein meals, alfalfa meal, and millfeeds, the figures will provide a reliable "trend indicator" which should be of value to both buying and production departments in future business planning, says the AFMA.

LIVESTOCK ON FARMS DOWN

For the third successive year the numbers of livestock on farms, which reached an all-time high peak on Jan. 1, 1944, declined. The 1946 decrease is 3.7% animal units under the 1945 year-end figure, which in turn was more of a decline than the 1945 population drop under the 1944 number.

Livestock number in terms of feed grain consuming units were down 5%, the USDA says.

GATHERING CORN FOR RELIEF

The Iowa Interchurch Council, with headquarters at Des Moines launched a campaign to gather corn for relief. Ralston-Purina Co. of St. Louis handled the contributed grain.

EMERGENCY STORAGE DWINDLING

Canadian licensed grain storage capacity showed a decrease of 72,000,000 bu under the 567,000,000 bu reported a year ago. With the exception of storage facilities at the Maritime Ports, reductions were shown in each classification.

Storage capacities at Fort William-Port Arthur declined 39,000,000 bu, with the demolition of many emergency war-time grain annexes, and western country elevators reported 19,000,000 bu less, for the greatest reductions.

TO TEST GREEN MALT

Experiments are now being conducted on the almost instant drying of green malt through application of high frequency dielectric heating. Work is being undertaken at the Chicago office of the Utilities Research Commission Laboratories under the capable guidance of Lloyd Forsell of Albert Schwill & Co.

PARKER TELLS BREWERS

The United States Brewers' Foundation heard how producers are being educated on the finer points of planting approved malting barley seed, et al, and of the large volume of helpful posters and literature released by the Midwest Barley Improvement Ass'n. Director Dr. John H. Parker of Milwaukee addressed the brewers' 71st annual convention at Miami Beach, Fla.

Boogie-Woogie

Daughter: "Did you ever hear anything so perfectly wonderful on the radio, Dad. Really, it is out of this world!"

Father: "No, I can't say I have, although I once heard a collision between a truckload of empty milk cans and a freight car filled with live ducks."—Acme Steel Co. News.

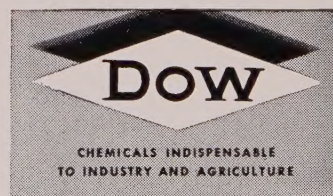


RETURN DRUMS PROMPTLY

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Ergot in Wheat

Alarms Importers

Recent deliveries of wheat from America have been known to contain ergot. The presence of ergot in the wheat can be confirmed either by sorting, if the ergots are fairly fully developed, or by chemical means. In the early stages of the infection of the grain the spores germinate on the flowers of the wheat to produce colorless hyphae, surrounding the immature grain and gradually replacing it with a mass of hyphae.

Attracts Weevil; They Spread Fungus

A saccharine secretion is produced which attracts weevil which further spread the fungus by the conidia which are by this time produced. The sclerotium or ergot is gradually produced at the base of the felted mass of hyphae and consists of a dense mass of hyphae.

The following spring the ergot develops stromata, the globular head of

which produce the spores which complete the fungal cycle. Infected grain may either consist of grains in which the hyphae have surrounded or replaced the ovary of the wheat flower or may contain the actual sclerotia (or ergot).

The fully developed ergot is a purple or purplish black curved structure, tapering at both ends. At this stage of development it may be as much as 1.5 to 3.5 centimetres in length. For identification, whole or parts of ergots may be separated or sections of diseased grain may be examined microscopically for the hyphae.

Outlines Exhaustive Tests; Infection Alarming

Chemically the ground grain may be subjected to the usual alkaloid assay, finally matching the blue color produced by alkaloid of er-

BY A CEREAL CHEMIST
IN "MILLING," LONDON

got with p-dimethylaminobenzaldehyde reagent.

Various methods of identification of contamination with ergot have also been published, depending on the reddish-color produced by the purple coloring matter of ergot with sodium bicarbonate solution. The ground wheat is extracted with an ether-sulphuric acid mixture and the decanted ether shaken with a saturated sodium bicarbonate solution. Finally the color produced can be matched against various color standards, such as a mixture of ammoniacal carmine solution and methyl orange solution.

In practice it has been found that this latter method may give erroneously low indications of the ergot content of wheat and since the "ergotism" produced by consumption of the infected grain depends upon the alkaloidal content, it is considered that the chemical assay gives a better indication of the hazard of suspicious deliveries of grain.

He who considers too much will perform too little.—Schiller.

douglas



TARGET PRACTICE?

NOT WHEN YOU USE.....**A-G!**

Finding employees who can shoot straight to the mark with a spray gun is a costly business, for lots of the bugs aren't good targets! That's why A-G—the *penetrating* spray—has the effectiveness of a battery of machine guns. It seeks bugs out in the corners and machines in which they hide. Protection all around the plant—and on your products in transit, too.

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A-G for all spray work in your plant, and TETRAFUME—the fumigant made expressly to fit the needs of grain treatment—provide you with the tools for insect-free premises and clean products. Get them—and use them—immediately!



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MUST SCHEDULE CLEAN-UPS

FOR SAFER HOUSEKEEPING!

MANAGEMENT MUST CO-OPERATE IN PERSISTENT PLAN

About 225 persons, most of them employes, attended the first milling sanitation short course held recently at the University of Minnesota, under the auspices of the Millers' National Federation, the University, and the Minnesota Department of Agriculture.

In making preparations for the sanitation short course it was assumed the participants already have the desire to conform to all rules of sanitation and that no pressure crusade was necessary. Emphasis was, therefore, placed on how to do the job easier and more thoroughly.

Must Have Management's Enthusiastic Support

Those in attendance were certainly exposed to plenty of suggestions on how to prevent or control insect and rodent infestation and contamination. If the students on their return to the plant are to put into effect the many ideas picked up in St. Paul, they must have the willing—or better yet—enthusiastic support of top management.

Manager, sales department, operating department and those in charge of plant sanitation must work out a coordinated plan of operations which will allow for scheduled cleanup, spot treatment and general fumigations. There should also be a concurrent, persistent plan of insect and rodent proofing. Insect and rodent control improvements in buildings and in milling machines, which should have been in progress during the past several years, must now be crowded into a short space of time.

Wheat Buyer to Determine Contamination

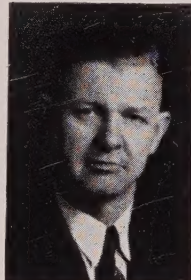
Discussions which followed the various lectures focused attention on some of the more perplexing problems confronting the flour mill insect and rodent specialist. There appears to be need for a method to determine the degree of insect and rodent contamination in milling wheat at the time of its purchase, as well as at the first break rolls.

Such a method would serve two

purposes. It could be so used that the wheat buyer would know in advance the amount of contamination in his purchases. The miller could use the method to indicate the thoroughness of his cleaning and scouring procedure.

The industry needs more basic knowledge about wheat contamination so that a more intelligent approach to cleaning methods may be developed. Opinion seemed to indicate that there is a relationship between severity of wheat scouring plus aspiration and the fragment count in finished flour.

There was divided opinion among the students regarding the effectiveness of the entoleter as a killer of insects in wheat. Further research is needed before the answer will be known.



Claude Darbe, Simonds-Shields-Theis Grain Co., and O. B. "Big Dunk" Duncan, Salina Terminal Elevator Co., are two more "actives" that the SOGES can count on to put the approaching plant operations meeting—scheduled for their home town of Kansas City on May 15-16-17—"over with a bang."

Residual-Spray Toxicants To Be Studied

Considerable interest was shown when DDT and similar residual-spray insect toxicants were discussed. The effectiveness of these chemicals, as well as the extent to which they may be used around a flour mill, needs further study. The same is true of non-toxic inert dusts.

Periodic vacuum cleaning of wood floors and the inside of milling machines was recommended as an effective means for holding down the insect population in a mill.

Used bags were generally agreed to be a serious obstacle in the way of sanitation progress. Discontinuance of the practice of filling used bags is obviously the solution and requires no research. The students condemned the practice but do not have authority to stop it.

Discussion indicated that treatment of boxcars to prevent flour infestation during transit is still a baffling problem that must be made a major research project by the railroads—Millers' National Federation.

Two More Mill Sanitation Courses

The need of improving plant housekeeping is so great, and the demand for instruction on how to fumigate and clean up a mill is so extensive, that two more short courses in flour mill sanitation will be held in the near future. The first of these will be in Indianapolis on April 25-26 and the second in Portland on May 12-14.

The Indianapolis course is being sponsored jointly by the Association of Operative Millers, the National Soft Wheat Millers Association and the Federation. R. K. Durham of the Federation staff will be in general charge. Later on other similar courses will be held in other milling districts.

IT'S TIME FOR ACTION

It's time for all of us to review our safety policies and procedures in order that they may again be put into practice during this reconversion period. We should start at the employment office with the proper selection and placement of men, then follow through the training period.

And let's not forget top management. We need sound safety thinking today, good counsel and practical application of those fundamentals upon which safety is based if we are to recover the ground which was lost during the war and made new advances in the field of accident prevention. The consideration of safety is not a matter which can be put off until tomorrow.—E. G. Quesnel, The Borden Co.

W-H-A-T NEXT??? BE CAREFUL!!!

The industry has been called upon in times gone by to handle, condition, or process a number of items foreign to the field—either due to emergencies, surpluses, or experimental curiosities. Latest—and probably just the beginning of a large movement—is the influx of surplus potatoes, sundried on airport runways, reduced by steam-roller, and scooped up along with plenty of landscape for shipment to grain centers.

The dirt and dust connected with handling this market-bogging product is excessively heavy. But what most operators have probably not considered in accepting potatoes into their properties is the explosibility of the accompanying dust—so hold your hats, here goes:

Samples of the dust accumulations resulting from the handling of this product were turned over to the Underwriters' Laboratories for tests, and

oh, brother, did that debris ever surprise everyone with the forcefulness of the resultant blast!

But We Learned Something New!

Not only were all the samples highly explosive, but further analysis disproves an important and heretofore widely accepted theory on a preventative measure for minimizing the forcefulness of such phenomenon. Ground limestone has been advocated for ledges, sills, and for suspending in sacks—the object being to deaden a dust explosion through mixing the inert ground rock with the suspended dust at the instant the usual first explosion occurs.

In other words, whereas the first explosion in any plant is thought to usually dislodge and throw into suspension dust accumulations in all positions, which in turn provides the force-giving potentials for the destructive second blast, it now would appear that adding any inert material to deaden or otherwise dilute the potential forcefulness of a possible explosion must be perfected in application-technique before this preventative measure can be considered effective.

True, applying ground rock as outlined has prevented, if not entirely eliminated, major dust explosions in coal mines. Equally true is it that the application of ground limestone to experimental tests has proven highly successful. However, in face of present developments, we now wonder whether it would be possible to so suspend into the atmosphere at just the crucial moment enough (or even the same proportion of) inert rock as is successfully done in experimental tests to make this preventative measure practical?

Let's Have All the Pros and Cons

Perhaps, on the other hand, the high proportion of inert material found in the potato dust—which was over 50%—cannot be compared with ground limestone in effectiveness as far as minimizing the forcefulness of a dust explosion goes. Not being chemists or physicists we couldn't say with authority. We very much incline to the opinion, however, that Mother Earth's good old plain, ordinary dirt should be just as discouraging to the propagation of a dust explosion as should ground rock.

Therefore, the momentary conclusion we should wish to draw, until proven mistaken, is that inert material is futile in dispelling the destructiveness of a dust explosion in any proportions that can be applied practicably.—H. E. C.

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CENTENNIAL'S TACOMA FIRE LOSS OVER \$2,000,000

REBUILDING PLANS COMPLETED

Starting Switch Blew Up, Igniting Suspended Flour Dust

A starting switch, which blew up as contact was made before 8 a.m. on the morning of Jan. 30, is believed to have ignited flour dust suspended in the air, resulting in an explosion which instantly set afire the 8,000-sack Centennial Flouring Mills Co.'s plant at Tacoma, largest of the company's five units. Two hours later all hope of saving the properties was abandoned, and part of the equipment was concentrated on successfully saving General Mills' Sperry division plant nearby.

The worst mill loss in this section's recent history, the blaze was not brought under control until later afternoon. No lives were lost, however two employees who were trapped high up in the cupola had to slide down ropes. They were so happy to escape they didn't notice their rope-burned hands for hours afterwards.

Built in 1907, the plant was of frame construction, to which initial unit many additions had been added and alterations made. New construction was under way at the time to house the staff of 225. Rebuilding plans are concluded, and in the meantime the company's plants at Spokane, Ritzville and Wenatchee, Wn., and Portland, Ore., will amply take care of all flour and feed requirements. A 1,000,000 bu elevator and a large cereal manufacturing unit will be included in the mill replacement plans.

50 FLEE DUST FIRE

A dust explosion in a flour mill-type dust collector is blamed by Minneapolis firemen with having caused a fire to break out on the eighth floor of General Mills' rye unit early on the evening of Feb. 14. Fire officials said an automatic sprinkler system went into action when the fire broke out, which they credited with saving the mill from a more serious loss. Workmen in other sections of the plant continued their work while firemen extinguished the flames.

FIREMEN AVERT HEAVY LOSS

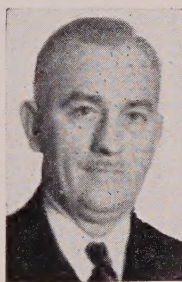
Averting another disastrous fire in a Minneapolis grain handling plant, quick action by firemen early on the morning of Jan. 4 is believed to have saved the Northern Oats Co. properties, a subsidiary of General Mills.

Firemen were able to confine the blaze inside of an 18-inch leg, wherein it originated.

Flames were originally seen near the tops of the five-story structure by a railroad worker, whose promptness in turning in the alarm was unquestionably responsible for minimizing the loss to a small figure. Fifteen loaded grain cars were on the sidetrack, but were quickly moved out of danger.

HAZARD TO AVOID

When it is necessary to make arrangements for dumping the contents of a grain drier outside on the ground at a moment's notice and to keep a hose line laid out and ready for action, the conclusion that the drier must be a serious hazard would seem to be fully warranted. Yet there are some drier installations of that nature. Any operator that would con-



Counted on to shoulder more than their share of the "load" of the coming Kansas City SOGES annual conference this coming May 15-16-17 will also be Roy E. Browne, Continental Grain Co., and Roy Harp, Wolcott & Lincoln, Inc., two stalwarts you want to be sure to look up while there.

tinue to tolerate such conditions certain can't have much regard for the safety of his plant.—Grain Dealers Fire Ins. Co.

TO ADOPT NEW METHOD

Hugh Baird & Sons, Ltd., Glasgow, Scotland, contemplate the erection of a Saladin malting plant similar to the Albert Schwill & Co. unit through which company representatives were recently taken while in Chicago. During the past four months four groups of maltsters and brewers have inspected plants operating throughout the North American continent with a view to adopting methods found in vogue in this hemisphere.

PNEUMATIC SYSTEM

TAKEN OUT

One of the larger grain processors in the Chicago market recently removed a pneumatic grain handling system, and has this data to pass on to the readers of GRAIN:

"We did install a pneumatic unit for unloading corn, however the equipment was dismantled after six months of operation. We made continuous effort to bring the unloading speed of this equipment up to what we were normally obtaining from the conventional Clark shovel, i.e., with normal corn conditions two men could unload 10 to 12 cars in an 8 hour period. We were only able to unload 8 cars per shift with the pneumatic equipment.

"It is the opinion of our operators and engineers that this installation was cramped into such a confined space that it was the physical layout of the equipment rather than, perhaps, the equipment itself that did not make it fully successful from the standpoint of speed. Also, during the 6 months of service we found that the maintenance cost was particularly high with respect to suction tubing.

"Our remarks are not made with the intent of discrediting the pneumatic equipment, as we know of and have seen installations that worked satisfactorily under other conditions."

REPAIR WORK TO

SOAR; COST MORE

Maintenance and repair work on industrial plants, including grain handling and processing structures, will soar to a \$5-7 billion level this year, according to an estimate of the OTC and the CCP.

New construction, also embracing the industry currently high activities, will reach \$15 billion. Wage rates will rise somewhat in the Spring, they predict, however labor-management relationships will probably stabilize.

TO HAVE EXHIBITORS AT K.C.

For the first time in a number of years, primarily due to the war, additional emphasis is to be placed on exhibits at the SOGES annual convention at the Hotel Continental, Kansas City. Technological advancements and educational improvements will play a leading role at this year's May 15-16-17 conference. According to General Convention Chairman Ward Stanley, however, the number of exhibits is going to be somewhat limited because the available space is not excessive.

DEHYDRATORS TO EDUCATE FEEDERS ON MEAL

Reports David P. Swan, St. Louis Authority

"100% Success!" That's the way everyone of the nearly 500 registrants branded the recent annual convention of the American Dehydrators Ass'n held in St. Louis last month. Co-operating with the membership, which has jumped considerably, college nutritionists, feed manufacturers, and dehydrating equipment manufacturers helped to make the program of lasting value. Preventing color variations, and loss of carotene content, were keynote themes, along with increasing competition in 1947.

Ray B. Bowden, Executive Vice President of the Grain & Feed Dealers National Ass'n., Washington, D. C., was headlined among the bevy of outstanding speakers. Dr. H. J. Smith, Nutritional Director of the Ralston-Purina Co., St. Louis, brought the delegates up-to-date with the latest developments on alfalfa meal and feeding. Dr. Smith was formerly chairman of the Nutritional Committee of the American Feed Manufacturers Ass'n. Needless to say there was considerable discussion all during the convention, particularly after Dr. Smith's address, on the vitamin content of alfalfa meal—both sun-cured as well as dehydrated hay.

And the alfalfa dehydrators, too, have fire and explosion hazards in common with the other segments of the grain handling and processing industry. In addition, under certain conditions, spontaneous ignition rears its ugly and unpredictable head every so often. So Dr. W. G. McKenna, Chief Chemist, Bureau of Explosions, Association of American Railroads, New York, enlightened his listeners on the contributing factors in alfalfa meal and plant fires. Fred Reet, of Arcadia Farms Milling Co., Chicago, and Fred Hessel, GLF, Buffalo, were other featured speakers.

Want To Squeeze Out More

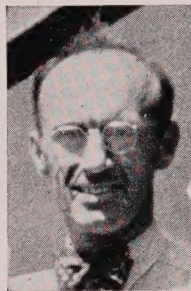
All operators are interested in trying to get a little more production out of their present equipment, particularly in view of the fact that prices have been down since last fall. Furthermore, a program to promote the sales of alfalfa meal through educating the farmer on the advantages of having it included in his feeding-stuffs, will be launched shortly. In turn this program will require more alfalfa production, for if as little as 10 lbs. alfalfa meal were added to each ton of feed manufactured in the

state of Iowa alone, it would require over half of the country's alfalfa crop. This is a long range program, though highly commendable and desirable from every standpoint, with the ultimate consumer profiting most.

John Caple of A. B. Caple Co., Toledo, is new president, succeeding W. J. Small of Neodesha, Kan. Lloyd Larson, Chicago, was re-elected secretary. The membership joined the officers in voting this a very good meeting in which most of those attending went home feeling they had learned a little more about the product they were producing.



Grover C. Meyer, elevator and mill power specialist for the Kansas City Power & Light Co. and perennial "General Chairman" of the annual dinner-dance winding up the annual SOGES convention, and William Kamp, Ralston-Purina Co., will bend every effort to make your stay at the Kansas City "mechanical" council on May 15-16-17 one long to be remembered.



HIGHER COSTS, SHORTAGES

FACE PACKAGING INTERESTS

Higher costs and shortages of materials and machinery, two major problems facing the industry, were stressed at the recent annual meeting of the Packaging Institute held in Chicago.

Since release from OPA control, costs have risen more than 20% and further increases would be necessitated by higher labor wages. Normal production of machinery and materials is still out of sight and until such time is reached, the industry will be greatly handicapped.

TO STANDARDIZE SACKS

Standardizing the design on all its bakers flour sacks, General Mills hopes to identify its many sectional brands more closely with the company's name.

How awful to reflect that what people say of us is true!

SHORTEN NAME

It's to be the Milwaukee Grain Exchange hereafter, according to Secretary James G. O'Brien, shortened up from Milwaukee Grain & Stock Exchange.

STURTEVANT HEADS BOARD

President of the Kansas City Board of Trade for the current year is R. H. Sturtevant, vice president of Hart-Bartlett-Sturtevant Co. Barney J. O'Dowd of Moore-Seaver Grain Co., is new first vice president, and Elmo F. Merrill, general manager-treasurer, Moore-Lowry Flour Mills Co., is second vice president.

STOKER HEADS EXCHANGE

H. B. Stoker of F. H. Peavey & Co., succeeds Kilmer S. Bagley of Archer-Daniels-Midland Co., as president of the Duluth Board of Trade. H. W. Wilson, Cargill, Inc., is newly elected vice president.

Cecil C. Blair, Norris Grain Co.; George Barnum, General Mills, Inc., and Mr. Bagley are directors.

DIERCKS TO PRESIDENCY

H. R. Diercks of Cargill, Inc., is new president of the St. Louis Merchants Exchange, supported by H. E. Halliday of C. H. Williamson & Co. as first vice president, and E. A. Cayce of Ralston-Purina Co. as second vice president.

NORBY ELECTED

Duane L. Norby, Cargill, Inc., has been elevated to the presidency of the Toledo Board of Trade. Paul Barnes of Lansing Grain Co., and Al E. Schultz were re-elected treasurer and secretary, respectively.

PLUMMER RE-ELECTED

Argell B. Plummer, grain buyer for The Quaker Oats Co., has been re-named president of the St. Joseph Grain Exchange. William G. Catron, Russell-Miller Milling Co., is vice president.

NEW OFFICERS

Roger Drackett, The Drackett Co., soybean processors, was elected president of the Cincinnati Board of Trade. H. A. McCord, Co-operative Mills, Inc., is first vice pres.; Robert Lee Early, Early & Daniels Co., is second vice pres., Elmer H. Heile, Cincinnati Grain & Hay Co., is secretary, and National Distillers Products Corp's. L. R. Rodenberg is treasurer.

Knowledge is what you learn from others; wisdom is what you teach yourself.

Wagner Act Should Be Revised

For more than ten years, employers of labor have suffered a great deal because of the unfair and one-sided provisions of the Wagner act. Several attempts which have been made during this period to equalize the obligations of employers and labor unions under this act have come to naught, despite strong public sentiment that something of that kind ought to be done. It now appears probable that within a few months there may be fairly substantial revisions of the Wagner act.

While the Federation has never officially gone on record on this subject, we are certain that practically every member of the industry is well aware of the discriminatory and biased character of the Wagner act. Millers therefore ought to be prepared to do their full part in mobilizing support for the elimination of the one-sided provisions from this statute. They should communicate their views to their Senators and Representatives and should urge other citizens to do the same thing. The opposition to change in the Wagner act has always been strong and resourceful, and in the face of widespread public demand for revision this opposition may be expected to be even more vigorous than ever. Those who want some fairness instilled in the Wagner act therefore have some work to do.

Of the several past attempts to modify the labor relations law, the most formidable was embodied in the Case bill which was passed a few months ago by Congress but vetoed by the President. This bill con-

tained several excellent features but it also had some unwise provisions. It is therefore to be hoped that the new Congress will build up a measure that will include all desirable Wagner law changes and not just limit itself to the Case bill.

Those who may feel that it will be useless to proceed with amending the law because of possible Presidential veto action should be reminded that even the Case bill came within five votes of carrying over the veto. The great change in Congressional membership will be almost certain to nullify any veto of a bill of this kind.—Millers' National Federation.

Everything comes to him who goes after the things that other people are waiting for.

Your participation in a business is a sacred entrustment. So is your knowledge of its affairs. Never discuss them outside of business.—Dr. Thos. Tappen.

To give pleasure to a single heart by a single kind act is better than a thousand head bowings in prayer.—Carlyle.



**Curve Your
Legs Around
That Hoss Brother
IF YOU WANT TO
STAY IN THE SADDLE!**

Grain isn't bucked out of the bucket when it is elevated with the

CALUMET SUPER CAPACITY ELEVATOR CUP

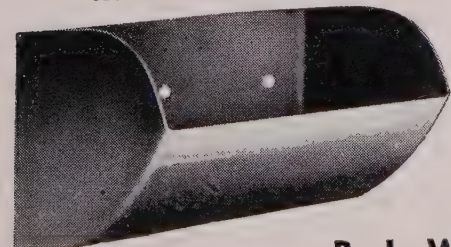
The Elevator Cup With the Logarithmic Curve

The patented Logarithmic Curve construction enables the Calumet to scoop up super capacity loads in elevator boot and to ride them up over head pulley without backlegging, even at high permissible speeds.

There's no "photo finish" when the Calumet is pitted against old style buckets. Elevator operators tell us that the cup with the Logarithmic Curve "multiplies capacity previously obtained."

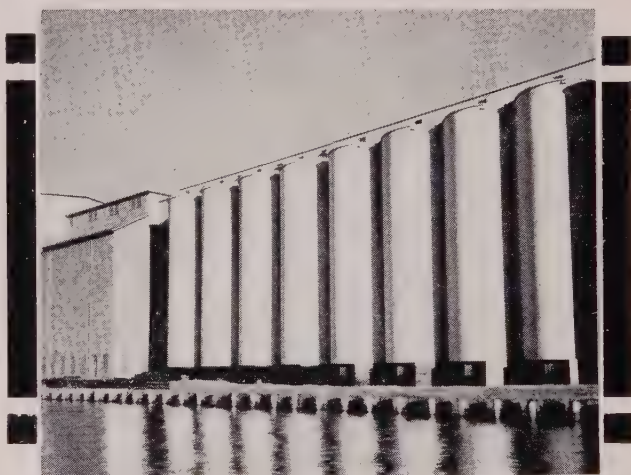
**ASK YOUR
JOBBER**

or send for Form 35 and learn how much greater guaranteed capacity you can get from your elevator legs.



Weller Pat.
No. 1,944,932

B. I. WELLER CO.
327 S. La Salle St., Chicago 4, Ill.



**... "Rain, Rain, Go Away!
Come Again Some OTHER DAY."**

ISN'T That The Way You Feel About It? . . . Regardless Of Whether You Are Currently Conscious Of "Leaks" Or Not, In The Back Of Your Mind You Know That Some Day Soon The Chilling Realization Is Going To Strike You That Your House Is "Just Like A Sieve."

BUT Why Wait? . . . You Don't Have To Accept Spoilage And Deterioration Losses! . . . Today Preventative Maintenance Is The "Best Buy" You Can Make!

SO Why Not Take Advantage Of Our Offer To Examine Your Properties And Save Yourself That Mental Anguish Of Worrying About Rain, Ice, And Other Elements? . . . Play Safe! . . . Today Call In . . .

JOHN D. BOLTON & CO.
20 N. Wacker Drive Gunite Contractors Chicago 6, Ill.



"Tony" Rounds Out Quarter Century

By DWIGHT MERRILL

To you who came in late, "Tony" is Vasile Antoniu, Plant MANAGER for the B. I. Weller Company of Chicago. And we do mean SUPERintendent, for "Tony" is all over the place keeping an alert, experienced eye on every phase of the manufacture of the Calumet Super-Capacity Elevator Cup and other sheet metal equipment for grain elevators and feed and flour mills which is made by B. I. Weller Company.

To scores of grain men up and down the land, "Tony" is an exacting authority on the manufacture of elevator buckets, steel elevator legs, bins, hoppers, spouting, conveyor boxes, manholes, etc.

December 20th they sprung a surprise party on "Tony" in honor of his 25th anniversary with the Weller Company. The get-together of management and "Tony's" co-workers was held in the Weller plant. Refreshments were served and on behalf of the company, John I. Donnelly, President of the organization, presented "Tony" with a handsome solid gold watch, on the back of which is engraved: "To Vasile Antoniu (Tony) in appreciation of 25 years of loyal service, B. I. Weller Co."

Reveals Origin

Curious to garner a bit of inside information as to the origin and history of the Calumet Cup, we backed "Tony" into a corner for a brief interview. You see "Tony" was on the job when the elevator cup with the Logarithmic Curve was born. Quite naturally he sort of looks upon it as

his special "baby" . . . and a tiny baby it was indeed at the beginning, for the Calumet Cups created for experimental purposes were but one inch in length.

Operating in a miniature elevator leg, these small cups performed with a remarkable degree of efficiency. Exhaustive tests were then conducted with cups of normal size in grain elevators, with the result that they duplicated the excellent performance of the midget cups. It was found that not only was backlegging eliminated, but the cups could be spaced closer together on the belt and faster speeds could be maintained.

Asked if it were not difficult to sell elevator operators on a cup of so revolutionary a design, "Tony" smiled that genial smile of his and said, "Well, you see it was like this . . . we had been supplying elevators with sheet metal work for a long time, building steel elevator legs, bins, hoppers and so on. We had a practical working knowledge of an elevator's requirements.

"We knew elevators and mills from "boot" to workhouse roof. We made many friends. Your friends trust you . . . have faith in you, so when we proved to our own own satisfaction that the Logarithmic Curve construction greatly increased the efficiency of an elevator bucket, we just passed the word along to our elevator operator friends and many of them equipped their elevator legs with Calumet Cups. The Calumet proved up as we knew it would and demand has been growing ever since."

Nearly Up to Two Million

Recalling that not so long ago the B. I. Weller Company announced their 1,000,000th Calumet Cup, we inquired as to how the production figures stand at present. "Off hand, I'd say that we are mighty close to the 2,000,000 mark," replied "Tony." "To be specific," stated Marshall George, Vice-President of the Weller Company, who had joined us, "the count now stands 1,920,000."

Turning over in our mind what "Tony" had said about friendship, founded on helpful service rendered, and considering the huge number of Calumet Cups that have been put into operation in elevators throughout the country, we were impressed with the thought that the Weller Company is making many staunch friends as the years roll by and that "Tony's" baby is now a veritable giant in the grain industry.

GOGGLES FOR BANDING OPERATORS

In our shipping and packaging departments, banding operations are carried on quite extensively. A casual observation of this work fails to reveal a hazardous condition.

Recently, however, while a box car which was loaded with drums of syrup was being banded, a band broke loose and struck the worker, just missing his left eye. Although he received a laceration his sight was not impaired.

This accident immediately brought forth an investigation and revealed that though the banding operations appeared quite simple and harmless, a broken band flying through the air can cause great injury.

As a safety measure steps were immediately taken to see that all workers on these operations were fitted with goggles or face shields.—E. F. Gomoll, Clinton Industries, Clinton, Ia.



Active in convention preparations for the rapidly nearing SOGES coast-to-coast gathering are Guy Ferguson, Wabash Elevator, Uhlmann Grain Co., and Hugh King, Scoular-Bishop Grain Co. They'll be on hand to help in every way. The dates are May 15-16-17.

TO VOTE ON EXPANDING NAME

In all fairness to the plurality of members who were not present at the Superintendents' annual convention last year in Cedar Rapids—which came at the time the railroads were strike-bound—the matter of expanding the association's name to more adequately reflect the diversified membership is to be voted upon by everyone by mail. Action will be taken at Kansas City where the body will meet on May 15-16-17.

Two name proposals will be submitted, according to President Harold C. Wilber, A. E. Staley Mfg. Co., Decatur, Ill.—the most popular at last year's convention. They are:

Grain Elevator & Processing Superintendents' Society

Society of Grain Elevator Superintendents and Processors

BUY TICKETS THIS WEEK

You want to go to the Kansas City SOGES convention May 15-16-17, remember? And train accommodations will be tightening up as those dates approach, logically. So the quickest and surest way to get to and from that coveted gathering is to phone in your desired requirements to your ticket agent and pick them up this week, without fail. Then, other than making your reservations at the Hotel Continental, you're all set to go—and what a grand and glorious feeling it is to have those details out of the way!

Pretending to be rich is what keeps a lot of men poor.

Many a man won't shut his trap until he has his foot in it.

Courtship causes a man to spoon; marriage to fork over.

SOGES TO CO-OPERATE WITH GFDNA.

For many years the top men in charge of the operation of North America's larger grain storage and processing plants have pooled their ideas and information through their organization, the Society of Grain Elevator Superintendents. In this manner a great fund of valuable technical information has been built up.

Now, through the courtesy of the Superintendents' Society, which is an affiliate of the Grain & Feed Dealers National Ass'n, the country elevators will have the benefit of many of the lessons learned in the larger plants through excerpts and digests from SOGES files published by the G&FDNA in its "Country Elevator Operator."

PATTERSON RETURNS TO COUNCIL

Army Captain E. B. Patterson has returned to full-time employment with the National Grain Trade Council in its Washington, D. C. office, according to Council Chairman Robert C. Woodworth of Minneapolis. He will represent all the 27 organized grain exchanges and seven nationwide grain and feed trade organizations as legal counsel.

K. C. APPOINTS DUST COMMITTEE

Claude Darbe of Simonds-Shields-Theis Grain Co., is to be chairman of Kansas City SOGES Chapter's Dust Explosion Hazards Committee. He is to be supported by O. B. Duncan of Salina Terminal Elevator Co., and Guy Ferguson of Uhlmann Grain Co.—Wm. H. Gravatt, Davis-Noland-Merrill Grain Co., K. C. SOGES Chapter president.

GAS MASKS — FULL VISION TYPE

Replacement canisters for all types of MASKS and GASES and SMOKE

DUST RESPIRATORS,
DUSTFOE — PULMOSAN — DUPORS

For all types hazard dusts

J. C. KINTZ CO.

Machinery & Supplies

Grain Elevator - Feed Mills - Soya Mills - Food Processors

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CEDAR RAPIDS, IOWA

BRUSHES

That Are Made Right
of Quality Materials.



Separator Brushes

We can furnish Separator Brushes for any machine.

The STAR Warehouse Push Broom

This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

Write for Prices

Brushes for Every Commercial and Industrial Use

FLOUR CITY BRUSH CO., Minneapolis 15, Minnesota



RAISE your ELEVATOR EFFICIENCY STANDARDS by STANDARDIZING ON "NU-HY" BUCKETS!

Inability to handle your grain as fast as it comes in is a definite indication that you need "Nu-Hy" Buckets. Why not increase the capacity of your elevator legs?

"Nu-Hy" Buckets have proved to thousands of elevator men the country over that it's not only the size of the leg nor the speed of the belt that counts—but it's the *kind of Bucket* that is used that brings results.

"Nu-Hys" are shaped right and built right to bring your elevator legs up to their highest potential capacity.

Standardize on "Nu-Hy".

Write for Capacity Analysis Form No. 76 to enable us to make recommendations for improving your operations.

PATENTED

Manufactured and sold under license in Canada by Sullivan Mill Equipment Ltd., 637 Davenport Rd., Toronto, Ontario.

Screw Conveyor Corporation
707 HOFFMAN ST. HAMMOND, IND.
ENGINEERS MANUFACTURERS
TRADE MARK REG. PRODUCTS U.S. PAT. OFFICE

ANNOUNCE "LADIES' NIGHT"

Ladies' Night, an annual affair of the Chicago (and other) SOGES Chapters wherein the wives are invited to dinner, et al, is scheduled for March 29th at the South Side Swedish Club, 7330 S. Ridgeland Ave., in Chicago's South Shore district. Visitors from far and near invariably attend this informal social gathering which, like the men's annual "Associates' Night," includes much self-entertainment.

BUFFALO ELECTS DIRECTORS

In addition to the new officers recently elected by the reorganized Buffalo SOGES Chapter, as reported in these columns a short time ago, another meeting was held at the Jafco Marine Basin Clubhouse, at which the following directors were chosen:

Charles Hoffman, Supt., Great Eastern Elevator, Cargill, Inc.

Roderick J. MacRae, Supt., Marine Elevator Co.

Albert S. Krotz, Vice President, Rex Grain & Milling Co., Inc.

A program of monthly meetings is now being arranged, and several new committees are getting into action, looking forward to a very active and profitable year.

INSPECT CORN REFINERY

The weatherman, despite all his low-down efforts of Fahrenheit-ery, didn't freeze out very many of the delegates who had planned to explore the mysteries of the American Maize-Products Co.'s multi-building plant in Roby, Ind.—an exclusive corporate suburb between Hammond and Chicago. Despite the raw weather and sharp winds that penetrated the delegates between steam-heated buildings, a thoroughly profitable and educational inspection tour was par-taken of by many dozen Chicagoans. Host on the tour was Superintendent Harold Adams.

Gathering in the company's assembly quarters at three in the afternoon, the corn refining process was minutely explained, each of the many major products being traced step by step from beginning to end. With these charts in mind the membership could readily follow the stages of manufacture and could derive greater benefit from the questions answered. Those whose cars hadn't frozen dur-



That the Kansas City SOGES convention will make history is, as it always has been in the past, a foregone conclusion. Delegates will come away with invaluable ideas, just as they always do. To help on this score will be H. A. Kimberlin, Midland Flour Milling Co., North Kansas City, and Ralph E. Garber, Enid (Okla.) Elevator Corp. (Uhlmann Grain Co. subsidiary). Mr. Garber is one of the original founders of this technical body, and holds the second lowest membership number issued—No. 6. Like many others who contributed to founding and "rearing" the association, Mr. Garber has always maintained his active interest, and will be "in there pitching" when the "eight-ringed" assembly opens its doors at the Hotel Continental on May 15-16-17.

A QUARTER OF A CENTURY SERVING THE MILLING TRADE

Distributors of Crocker-Wheeler Motors, Square D Control, Worthington Pumps and Air Compressors, International Diesel Engines, Lovejoy Couplings, Weston Meters, Line Material Company's Transformers and line builders' supplies, as well as many other products. Dust Tight equipment in stock for immediate shipment. Motors and Control for rent in emergency.

PORTER ELECTRIC CO., INC.

330 So. 6th St. Minneapolis 15, Minn.
Geneva 8655
Electrical Equipment Coast to Coast

ing the inspection tour gathered at Cape Cod Inn, 139th and Avenue O, for the business meeting that followed.

JIM KIER TO OFFICE

Of particular interest to members of the SOGES is the election to office in the Toledo Board of Trade of one of their directors, Peyton A. "Jim" Kier, formerly of Kansas City. Starting in the mill and working through multitudinous departments in the mill, elevator, and grain department of Standard Milling Co., Jim took over the management of NBC's National Milling Division plant in Toledo a few years ago—the largest soft wheat mill in existence. His diligent efforts and weighted decisions have resulted in continuous honors and positions of responsibility—the latest of which is the second vice presidency of the exchange.

FARRELL SUCCEEDS MELLIERE

Crayton Farrell succeeded Jerry Melliere as superintendent of Vitality Mills' feed manufacturing plant in Chicago on Feb. 1. Mr. Farrell has been with the company for the past 10 years at its plants here, in Morris, Ill., and Dayton, O. Mr. Melliere resigned because of ill health after only about 13 months, having advanced to the superintendency following the unexpected death of Milton N. Martin on Dec. 29, 1945.

LYNCH SUCCEEDS ENGER

Edward P. Lynch has succeeded Elmer B. Enger as Superintendent of International Milling Co.'s elevator at Buffalo. Mr. Enger has been active in Superintendents' affairs for some time.

MURRAY TO OAKLAND

General foreman of Ralston-Purina's Buffalo plant, E. C. Murray became superintendent of the company's Oakland, Calif., unit on Feb. 1. Murray worked in practically every job in the Buffalo mill and elevator before he became general foreman, so his training has been thorough.

LOSES MOTHER

Vincent Blum, Omaha Elevator Co., Council Bluffs, lost his Mother by death early in December. She lived in Chicago, where Vince was so adeptly trained in elevator operation by his father at the Hayford Elevator.



THE FACT STILL REMAINS
that
SUPERIOR ELEVATOR CUPS
are
MADE STRONGER
will
LAST LONGER
have

GREATER CAPACITY

and will operate more efficiently at less cost than other elevator cups.

"DP" - "OK" - "CC" - "V"

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K. I. WILLIS CORPORATION
MOLINE, ILLINOIS

for names of distributors
and analysis form No. 20



Weevil-Cide SPLITTERS

DIRECT APPROACH

General manager: "I want to get this message to every married woman in the country!"

Advertising manager: "There's only one sure way. We'll address our letters to the husbands and mark them 'Personal and Confidential.'"

* * *

ANXIOUS TO SUCCEED

A nice looking young lady walked into a sporting goods store and ordered a baseball, a bat, a glove, and a catcher's mitt and mask.

"Are you sure you want all these, miss?" asked the salesman somewhat dubiously.

"Yes, sir," said the girl. "You see, my boss said if I'd play ball with him we'd get along fine."

* * *

LEGAL DESCRIPTION

Judge: "This lady says you attempted to speak to her at the railroad station. What do you have to say for yourself?"

Man: "It was a case of mistaken identity, your Honor. I was supposed to meet my friend's sister. I'd never seen her before, but she'd been described to me as a lovely blond with classic features, perfect figure, beautifully dressed and —"

Lady (interrupting): "I don't wish to prosecute the gentleman. Anyone could have made the same mistake."

HIGHER EDUCATION

"I saw my first pin-up gal back in '95," said the old man.

"Who was she, Gramps?" his grandson asked.

"A rural school marm who tried to hop a barbed wire fence on her way to the schoolhouse."

* * *

PRESENCE OF MIND

A young girl was allowed the use of her father's car one afternoon on her faithful promise she wouldn't drive over 40 miles per hour. But 40 was such a cinch that she was soon up past 50 in a restricted speed zone. Exhilarated by her daring she glanced into the rear-view mirror and saw—a speed cop hot on her trail.

Panic-stricken at the prospect of arrest and loss of her driving privileges, she yielded to her first impulse and tromped down on the gas. She was soon doing an even 70, but the cop was not far behind.

Suddenly she spied a filling station ahead. Slamming on the brakes, she screeched to a stop and made a wild dash for the ladies' wash room. The officer braked his motorcycle to a halt and waited grimly.

Five minutes later she emerged nonchalantly powdering her nose. Before the irate cop could get in a word, she flashed him a golden smile and, with a sigh of relief, exclaimed, "Boy, that was a close one!"

* * *

BROKEN SLUMBER

Rastus: "Yo' ain't yo'self no mo'. Sick or sumpin'?"

Mose: "Got insomnia—keep wakin' up every few days."

* * *

SINGLE-PURPOSED

Jim: "So you were out golfing with Jack? How does he use the woods?"

Jenny: "I don't know. We played golf all the time."

A CALCULATED RISK

Judge: "How did you happen to strike your wife?"

Defendant: "Well, she had her back to me and the back door was open. So I just took the chance."

* * *

INTERRUPTION

Girl: "Will you ever stop loving me?"

Boy: "Well, I have to go to school tomorrow morning."

* * *

PRESERVATIVE

Bride: "What's the best way to protect my wedding ring?"

Mother: "Dip it in dish water three times a day."

* * *

LOVE THY NEIGHBOR

Housewife to vacuum cleaner salesman at door: "I'm not interested. But try the people next door. We use theirs and it's terrible."

* * *

DISABLED

Stenographer (over phone): "I'm sorry, I can't come to work today. I have chapped lips."

* * *

EARNED THE RITES

A merchant stated in his will: "I want six of my creditors for pallbearers. They have carried me so long, they may as well finish the job."

* * *

RENOVATED

Bill: "That's a nice hat you're wearing, Jim."

Jim: "Yeah, I bought it six years ago, had it cleaned four times, changed it twice in a restaurant—and it's still like new."

* * *

MARKED MAN

Ted: "How did your wife find out?"

Ned: "Oh,—kissing a girl leaves its mark on a man."



THE

Weevil-Cide

THE DEPENDABLE GRAIN FUMIGANT

COMPANY

1110 HICKORY STREET
KANSAS CITY, MO.



LIKE A
CAGED ANIMAL
A
DUST
EXPLOSION

WANTS OUT!

. . gets mighty tough and rough about it, too, if it doesn't have its way in a *hurry*.

The continuous gravity action of the Robertson Safety Ventilator vents dangerous fine dust from your elevator legs, reducing possibility of primary explosions.

Should a primary explosion develop, however, it is *immediately* ushered *out* through the Robertson Safety Ventilators, mounted on the elevator leg . . . minimizing the hazards of dangerous secondary blasts.

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